Inter-State Bus Terminal and Palam Airport have been set up. The booths are manned round the clock by responsible police officers, who assist passengers in getting scooters, taxis etc. on their arrival.

(ii) A new Parking system has been adopted wherein scooters and taxis are parked separately in order to make a proper queue system.

(iii) Printed complaints cards are distributed among passengers and such complaints are looked into promptly and erring drivers are challaned.

(iv) A new system of punching/stamping the driving licences has been introduced which may result in cancellation of the licences of the recalcitrant drivers on the committing of three consequent offences.

Power Generation Policy

859. SHRI ASHWANI KUMAR:
SHRI S. W. DHABE:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether there has been a new thinking in Government regarding power generation policy;

(b) whether it is proposed to make applicable to the public sector for common people and in private sector for several industries;

(c) whether there is any proposal for joint sector projects; and

(d) if so, which are the projects that are under consideration of the Government and in which States?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER (SHRI ARUN NEHRU): (a) to (d) The policy being followed conforms to the Industrial Policy Resolution of 1956. This Resolution contemplates that the future development of the generation and distribution of electricity is the exclusive responsibility of the State. The Resolution, however, does not preclude the expansion of the existing privately owned units or the possibility of the State securing the cooperation of private enterprise in the establishment of new units when the national interests so require. Permission to instal captive plants is given, where the requirement of power is large and continuous and reliable power is necessary. No detailed proposals for a joint sector project has been received by the Central Government although some suggestions have been received.

सफदरजंग अस्पताल का कार्यकरण

860. **श्री जगदम्बी प्रसाद यादव :** क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले दो वर्षों के दौरान प्राप्त शिकायतों को देखते हुए सफदरजंग अस्पताल, नई दिल्ली के कार्यकरण में अब तक क्या-क्या सुधार किए गए हैं ;

(ख) क्या यह सच है कि अस्पताल में न तो आमतौर पर मरीजों को दाखिल किया जाता है और न ही विकलांग चिकित्सा विभाग में बिना घूंस दिए खून उपलब्ध कराया जाता है और यदि हां, तो विभाग द्वारा इस संबंध में कोई उपचारी उपाय न किए जाने के क्या कारण हैं; और

(ग) क्या यह भी सच है कि अस्पताल गन्दगी और कुप्रबन्ध की निशानी बन गया है और यदि हां, तो सरकार इस मामले में क्या कार्रवाई करने का विचार रखती है ?

सिंचाई और विद्युत मंत्री (श्री बी० शंकरानन्द) : (क) सफदरजंग अस्पताल का विभिन्न स्तरों पर चरणबद्ध और सुनियोजित ढंग से विकास तेजी से हो सके इसके लिए उस अस्पताल में एक अलग अस्पताल आयोजना सैल खोला गया है । एम्बुलेंस सेवाओं, रेडियलॉजिकल सेवाओं, प्रयोगशाला सेवाओं लाण्ड्री सेवाओं में सुधार किए गए हैं । एक नेफरोलाजी यूनिट तथा रेसपीरेट्री यूनिट भी स्थापित किया गया है तथा डायलिसिस सुविधाओं को बढ़ाया गया है । आपरेशन थियेटर काम्प्लैक्स में एक इमेज इंटैन्सी फायर एण्ड लैमीनेयर - फ्लोज-एयर कण्डीशनिंग सिस्टम लगा कर आर्थोपेडिक सेवाओं में सुधार किया गया है ।

(ख) और (ग) जी, नहीं । लेकिन जब कमी भ्रष्टाचार और अव्यवस्था के विशेष मामले सामने आते हैं, उन्हें ठीक करने की कार्यवाही की जाती है ।

Coastal and Inland Water Transport

861. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that growth in coastal shipping and inland water transport system has been negligible over a period of three decades;

(b) if so, what are the reasons identified for stagnation in the growth of these vital modes of transport, the achievements made during the Sixth Plan period as against the plan projections; and

(c) what are their likely perspective of their development during the Seventh Plan period?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) and (b) The traffic handled by Coastal Shipping has not shown much improvement over the years. One of the important factors leading to the decline in Coastal Shipping is the competition offered by rail and road transport which are both cheaper and takes less time and provide point to point service which is generally not possible in the case of the sea route. Movement of traffic by sea route is economically viable only where the leads of the rail movement from originating points to the leading port and again from the unloading to the destination oints are not very large and do not increase the total kilometerage appreciably in excess of the all rail route. Intervention of one or more transhipment points tends to increase the cost of the rail-*cum*-sea route. The other causes responsible for the decline are imbalance of traffic in two directions of Indian Coast, Congestion at ports, escalating operating costs, etc.

As against the Sixth Plan projection of acquiring additional tonnage of 0.5 m GRT, about 0.1 m GRT was actually added to the Coastal Shipping tonnage in the Sixth Plan.

There has not been much progress in the inland water transport sector in the first three Five-Year plans. Most of the waterways have not been scientifically surveyed so far. They suffer from navigational hazards and inadequate research and development. During the Sixth Five Year Plan, an expenditure of Rs. 39.00 crores was incurred on its development, including Rs. 34.20 crores invested in Central Inland Water Transport Corporation Limited for the replacement of the age-old uneconomical vessels provision of infrastructural facilities and repair facilities, etc After this substantial investment in the expansion and development of Central Inland Water Trasport Corporation. they have improved their performance in the movement of cargo being operated by them during the last five years. The quantum of cargo moved in the last five years by the Corporation are as under:—

Year	Tonne
1980-81 . . .	1,14,479
1981-82 . . .	1,75,123
1982-83 . . .	1,21,781
1982-84 . . .	2,00,892
1984-85 . . .	2,62,717

The river stretch of the Ganga-Bhagirathi-Hooghly was given the status of the first National Waterway by a Central Legislation in the Sixth Plan period. At present river services on the downstream stretch of the Ganga upto Farakka are being run by Central Inland Water Transport Corporation Limited and the extension of the services would be possible when the Farakka lock is commissioned.

(c) The Seventh-Five Year Plan has not yet been finalised.